I. Listing of Claims

1. (Previously presented): A vehicle control system for controlling a performance characteristic of the vehicle comprising:

a controller coupled to the vehicle control system, the controller adapted to receive a vehicle position signal, the controller employing the position signal to determine at least one characteristic pertinent to the operation of the vehicle control system and outputting a control signal, and further adapted to receive a weather signal;

wherein said weather signal affects said determination of said characteristic, said weather signal received through broadcast radio transmission;

wherein the vehicle control system receives the control signal and tailors its performance in response thereto; and

wherein the controller is operable in a default mode wherein the controller outputs a predetermined default control signal.

2. (Original): The vehicle control system of Claim 1, wherein the vehicle control system includes an anti-lock brake system and said characteristic includes wheel skidding.

3. (Original): The vehicle control system of Claim 1, wherein the vehicle control system includes a traction control system and said characteristic includes wheel torque.

4. (Original): The vehicle control system of Claim 1, wherein the vehicle control system includes a stability system and said characteristic includes a rate at which the vehicle is being steered.

5. (Original): The vehicle of Claim 1, wherein the control signal includes a road surface type.

6. (Original): The vehicle control system of Claim 1, wherein the control signal includes a road surface condition.

7. (Original): The vehicle control system of Claim 1, wherein the control signal includes a vehicle speed signal.

8. (Canceled)

9. (Currently amended): The vehicle control system of Claim 1, wherein the controller is operable in a second default mode wherein the controller does not output a control signal and permits the vehicle control system to operate in an iterative manner.

10. (Original): The vehicle control system of Claim 1, wherein said vehicle position signal is received from one or more global positioning satellites.

11. (Previously presented): A vehicle control system of Claim 1, wherein said controller further adapted to receive a weather signal, and wherein said weather signal affects said determination of said characteristic.

12. (Currently amended): A vehicle control system for controlling a vehicle comprising:

an anti-lock brake system for controlling a brake force exerted by a brake caliper to limit vehicle skidding in a predetermined manner;

a traction control system for controlling acceleration of the vehicle to limit wheel slip in a predetermined manner;

a stability system for controlling a yaw rate of the vehicle in a predetermined manner; ~~and~~

a ~~data-base~~ database of various roads, including data on road surface type;

a controller coupled to the anti-lock brake system, the traction control system and the stability system, the controller adapted to receive a vehicle position signal and a weather signal indicative of a proximate weather condition, and to produce a control signal in response thereto, the ~~control signal including~~ controller determining the road surface type associated with the vehicle position and further determining a road surface condition based on the road surface type and the proximate weather conditions~~;~~ the control signal indicative of the road surface type and the road surface condition; and;

~~wherein the weather signal is manually inputted by a vehicle operator; and~~

wherein the anti-lock brake system, the traction control system and the stability system receive the control signal and tailor their performance in response thereto.

13. (Canceled).

14. (Previously presented): The vehicle control system of Claim 12, wherein said vehicle position signal is received from one or more global positioning satellites.

15. (Previously presented): The vehicle control system of Claim 12, wherein said weather signal affects said determination of said characteristic.

16. (Previously presented): A method for controlling a vehicle having a vehicle control system, the method comprising the steps of:

providing a controller for receiving a vehicle position signal;

providing a database of various roads, including data on road surface type;

determining the road surface type corresponding to the vehicle position signal;

inputting a weather signal indicative of a proximate weather condition;

determining a road surface condition based on the road surface type and the proximate weather condition;

generating a control signal based the road surface condition; and

enhancing the performance of the vehicle control system based on the control signal.

17. (Canceled).

18. (Canceled).

19. (Previously presented): The method of Claim 16, further comprising the step of determining an actual speed of the vehicle.

20. (Original): The method of Claim 16, wherein the step of generating the control signal includes the steps of:

determining if a predetermined condition exists;

generating the control signal if the predetermined condition does not exist; and

otherwise, operating in a default mode.

21. (Original): The method of Claim 16, wherein the predetermined condition includes the absence of said vehicle position signal.

22. (Previously presented): The vehicle control system of claim 1 wherein said weather signal is manually inputted by a vehicle operator.

23. (Canceled).

24. (Previously presented): The vehicle control system of claim 12 wherein the weather signal includes information from a plurality of sensors coupled to the vehicle.

25. (Previously presented): The method of claim 16 wherein the step of inputting a weather signal includes manually inputting information indicative of the weather.

26. (Previously presented): The method of claim 16 wherein the step of inputting a weather signal includes receiving a broadcast radio transmission indicative of proximate weather conditions.

27. (Previously presented): The method of claim 16 wherein the step of inputting a weather signal includes the step of receiving information from a plurality of sensors coupled to the vehicle.

28. (Previously presented): A vehicle control system of claim 12, wherein the controller is operable in a default mode wherein the controller outputs a predetermined default control signal.

29. (Previously presented): A vehicle control system of claim 28, wherein the default control signal includes a default road surface type.